

Interview with Hugh and Barbara Heishman
Conducted by Kitty Hayes for the
Providence District History Project Providence Perspective
Linda Byrne observer

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Kitty: My name is Kitty Hayes and I reside in Falls Church, Virginia and I am with Linda Byrne, Aide to Supervisor Linda Smyth. We are at the home of Barbara and Hugh Heishman in Clifton, Virginia. Today is October 10, 2007. Thank you so much Mr. Heishman for allowing us to come and help with the Providence Perspective along with your additions and memories to include in it. We appreciate this very much. Could you please tell us what your name is and where you were born?

Hugh Heishman: I was born in Washington, DC in 1933. There were no hospitals in this area at that time so my mother went into Washington, DC to deliver me. My parents lived in Arlington at that time and we did not come to Fairfax County until 1942 when they relocated at Wakefield Forest, just off Rt. 236 in Fairfax County.

Kitty: Is Wakefield Forest still there?

Hugh: Yes it is still a community. Wakefield Forest immediately adjoins the Northern Virginia Community College Campus on Route 236. As a matter of fact, I assume you know that property was donated for that purpose - of the college - by the couple that lived there prior to it becoming the college. I delivered newspapers to the couple as a child. It was an extremely generous thing for someone to do who were childless, as I understand, and they left the property to the Northern Virginia Community College.

Kitty: How did you deliver the newspapers?

Hugh: Just by simply walking the property. My route was from Wakefield Chapel Road to Guinea Road, if you are familiar with that area I guess it is about $\frac{3}{4}$ to 1 mile long, but the unusual thing was that Wakefield Forest was probably one of the earliest attempts of what might be called a

subdivision. The man that built the majority of the homes in that area was Mr. Overstreet and my parent's home was included in that group of homes and our home was on the corner of Wakefield Chapel and Virginia Avenue. The home is still there.

Kitty: Just for clarification do you recall the name of the couple that donated the property?

Hugh: I am so very sorry, but I do not recall that. It may come back to me in the time we are speaking, but I am sure that information is available.

Kitty: So you did this newspaper job before school?

Hugh: No, after school. I had the Washington Star Route, which was an evening newspaper, the Post of course is a morning paper, and I walked it. As an interesting side note, I was ill one time during a severe snowstorm and my dad walked the paper route for me that particular time. Also just beyond Prosperity Avenue off Rt. 236 on the top of the hill going toward Fairfax was a home that could have been considered a home were the people were at the lower economic stratosphere. Those individuals were always my best customers. They were always very prompt to pay. More prompt than many who could afford the newspaper, but that family was always very quick to make their payments.

Kitty: Amazing. So did you collect weekly or monthly?

Hugh: Monthly.

Kitty: It is fascinating to me that we forget we had two papers in the Washington area.

Hugh: Actually we had three. We had the Washington Daily News as well which was an undersized paper, I don't know exactly how to describe it but it was not a full sized newspaper and the concept behind it was that people on their lunch hour sitting at a counter could more easily look at a newspaper that did not have the wide expanse of a regular newspaper. So actually we did have three newspapers at that time.

Kitty: Did you have any other jobs during your youth?

Hugh: Yes, as a matter of fact I began working at the age of 13 when I was large enough in stature to work at my dad's Arlington gas station on Columbia Pike. It is the last service station, which still exists today, on the right hand side going towards Washington, DC. I was only 13 but I was large enough so people weren't too leery about having a kid come out and we were able to find a small enough uniform so when I worked I looked official while doing chores at the gas station.

In those days we did not have a complete bus service and I am speaking about a commuter bus service. Early on the bus service stopped at Bailey's Crossroads and it was eventually extended to Annandale and then as you know today it goes the whole gamut. In those days we did not have it so the transportation for anyone other than someone who drove a car was to hitch hike. But fortunately in those days if you walked Rt. 236 you would not walk for more than 5 minutes before someone would pick you up. There was never a question at that time about picking someone up that was walking on the highway.

Kitty: Could reflect as to why you think that might be?

Hugh: People just had a general trust of other people in those days. There were no thoughts of crime; none of those things entered anyone's minds. It just did not happen. I don't know if everyone locked their homes in those days or not, but I don't believe they did. I think their homes were generally open.

Hugh: To go further with my childhood I attended Fairfax Elementary and Fairfax High School. I met Barbara in the 4th grade at Fairfax Elementary. I started school in Arlington and the unusual thing about two jurisdictions in school - in Fairfax County at that time it was a very rural community and it depended on the kids in the family to help with the farms. So schools only had an 11-year school system. The senior year of high school you had only had 3 high school years and that got everyone out of school a year earlier so they could help on the farms. So when I came from Arlington to Fairfax

they said you can't possibly have the knowledge that you need because we have taken everything from 12 years and put it into 11 years. So I was then in the 5th grade and they put me back to the 4th grade and of course that is where I met Barbara. Subsequent to that they changed the rules in the next couple of years so that I had repeated the 4th grade but I always considered that a bit of an advantage because I did not have to work to awfully hard in school for the results. So basically I had no complaints about that.

It was during elementary school years I was the patrol who rode the bus. We all went to school on buses and the bus driver would pick me up as he turned into Wakefield Chapel Road and he would go to the end where Wakefield Chapel existed, hence the name Wakefield Chapel Road and we would then turn around and pick up two families of children there. I can't remember their names right now but there were two families of children there and then we would run from there to Fairfax Elementary School. Most of the bus stops were at small grocery stores. Norfolk store first near Prosperity Avenue and Hunt store, I believe where Providence Presbyterian Church is now, Hunt Store was in that area and the next stop was probably at Fairfax Station Road, not Fairfax Station Road but Burke Road and on to the school.

Kitty: Did the children walk to the grocery store or did their parents accompany them?

Hugh: No, parents did not accompany anyone of the kids in those days; it wasn't thought of as a necessity. In other words the communities were sparse so there were just a few stops. I am sure we stopped at Guinea Road going to school. It is hard to remember exactly all of the stops as they were few and far between. The kids would walk as far as necessary to get the bus.

Kitty: Tell me about, you mention that the Fairfax County area was quite a rural farmland at that point. Did your school reflect the number of years you went to school? Did they start school in September and run to May or June or do you recall if there was any change or adjusting according to the farming.

Hugh: No, but I am sure it did meet the requirements of the farmers. I am sure this was in the upper most part of their minds at least it was initially until it went back to the 12 year system. I guess by that time they were considering the population had grown to a point where they had to adjust that as well and move away from the farm concept but you understand that the people in Fairfax Elementary and Fairfax High schools came from everywhere. Lanconia was a popular spot for some of our students and we went to school with people from there and almost to Falls Church, they came from everywhere in those days.

Kitty: Because of the bus system?

Hugh: Because of the bus system and because of the size of the population. There just weren't that many people. I don't know if Annandale High School was constructed then. When we went to high school there was Falls Church, Mount Vernon, Fairfax, George Washington in Alexandria and W & L in Arlington. That was it when we went to school.

Kitty: How did your holiday times, for instance 4th of July Parade, go or were there any community gatherings?

Hugh: No, in practical terms there weren't any celebrations like we have a Fairfax City day now. That did not happen in those days but you mentioned parade and I will tell you this - when we were in elementary school there was, in the district, a school Patrol Boy parade and we at Fairfax Elementary School entered that parade and all of us wore kilts. We made the newspapers and I mentioned to you earlier today that we were in a picture in one of the newspapers; I believe it was the Daily News. (Hugh then asked Barbara and she stated that it was the Washington Star, Hugh concurred) Our kilt group had a parade.

Kitty: How did you get your kilts?

Hugh: Someone in the community bought them all for us. They were all readymade and identical. I think it was one or some of the businessmen in

a group, in the community that purchased them. As soon as we find the picture we can help you more.

So there was a spirit of community, but it was not illustrated by the fact they would support the school to go into the district to go into this parade - but there weren't any big celebrations.

Kitty: Were there celebrations within the school like May Day?

Hugh: Yes, Barbara can tell you about May Day more than I can because I believe she was the queen of May Day one year prior to my arrival at the school.

Kitty: Well you were in the third grade then.

Hugh: I guess I was.

Kitty: Was church a part of life then?

Hugh: Oh yes - at that time our church of record was Annandale Methodist Church, which still exists. It is a little white church as you exit on Annandale on Columbia Pike. They have the original chapel still there but the big church is up on a hill behind it. That is where my Mom taught Sunday school.

She concurred and he stated, Barbara entered the room and Hugh asked her about being the Queen of May Day. Barbara stated that she was the Queen. Hugh said "I told you, I told you so that she was the Queen".

Kitty: Barbara tell us about being the Queen of May Day, would you be willing to do that.

Barbara: Not much to say. I had a crown, I know that.

Kitty: Was it made of flowers?

Barbara: No it was what you hung on a Christmas tree, tinsel or whatever that is called.

Kitty: A garland, a rope it was silver.

Barbara: Yes it was rope like and silver. I have a picture somewhere and my mother made a long white dress. It had 3 little buttons and a collar, but it was long. I don't know what I wore on my feet but, there was a May Pole in which some how I presided over in some way. I was not involved in the ribbons on the pole but I was on the side observing holding my scepter or rod or something like that. That is all it was a day of festivities. To this day I don't know how I became Queen.

Hugh: They asked about church and I believe your family would have been the Vienna Presbyterian Church.

Barbara: Yes because there were no churches here. I believe there was a Baptist church in the town of Fairfax it was not a city back then.

Hugh: I told them that ours was the Methodist church at Annandale that we were involved with.

Kitty: Was there Sunday school and was it an all day affair.

Hugh: Yes, we had Sunday school.

Kitty: Was it from 9 to about 10:15?

Hugh: Yes that was what we had.

Kitty: If you don't mind we now are here with the photograph from, it looks like the Evening Star of the Parade dated Saturday May 10, 1947 - a black and white photograph of the Fairfax Patrol Boys in kilts. Would you mind pointing out which young man you are Hugh? Hugh pointed to the second from left in the first row and Hugh stated that would be Barbara right there. He mentioned that even though it was called Patrol Boy Parade, there were girls in it as well.

Kitty: That is wonderful. How long did you keep your kilt?

Hugh: Only long enough to get it home. Barbara said long enough to get it to the trash can.

Kitty: Scottish country dancing then did not become popular?

Hugh: No but we did think that it was a neat idea for that Parade. You have got to believe that we were all in favor of the kilts.

Kitty: I am sure you stood out. Well I suppose the Patrol Boys was an interesting group to be in.

Hugh: It was in elementary school but by the time you got to high school it lost some of its aura. There were other things to do in high school.

Kitty: Was it a big responsibility patrolling the bus?

Hugh: Yes, and they still have it today but the patrols can't come out of the buses now. As the driver stops the buses today they have a large wand that comes out for protection. But in those days the patrol boys got off the bus, stood on the street and told the kids when they could cross in front of it, but there was a lot less traffic so it worked effectively in those days.

Kitty: Were the roads all tarred or were many of them still gravel?

Hugh: There may have been gravel roads that I had not association with but they were generally paved except for the end of Wakefield Chapel Road. It had not been paved in its entirety and so sometimes when it snowed and the buses used chains there would be a problem. I am sure the county was effectively dealing with that on gravel road

Kitty: I neglected to ask one question. One thought I had about communities. Was there any sense of community that came from living within the community - were there any activities that you could join from a communal location, like a parade? I also want to go quickly back and revisit

the church? Were there any potluck suppers or any other type of ways for communities to get together?

Hugh: No, well, because of the wide spread locations of the churches. I don't think the churches were the key to the community involvement in those days seriously because if Barbara can only recall the Vienna Presbyterian Church and me the Methodist church. You are speaking about many, many miles apart so there was no sense of community.

In Wakefield Forest there was a sense of community that existed among neighbors that was extensive. We knew all of our neighbors. There was activity in the community, not formal, but there was activity.

But, when you went into the rural situation remember that I said that Wakefield was the first semi-example of a subdivision. We consisted of 12 to 15 homes in this area and it was understood that we did not have a subdivision in those days, or at least a recognized one.

Kitty: And the years you resided approximately at Wakefield Chapel Road?

Hugh: 1942 until, I can't remember. My parents moved again, Barbara and I were married in 1955 so my parents were still there in 1955. I think in 1961 they moved to Annandale. They continued to stay locally all along.

Kitty: How nice. Are there any childhood memories you remember growing up?

Hugh: I can tell you a little about World War II because my dad had his service station business so we were directly affected by gasoline rationing, food rationing, but there was also shoe rationing and rationing of every variety. As a child I was given the duty of pasting stamps for gasoline rationing on sheets. These sheets had to be turned into the wholesaler before my dad could receive any gasoline. He had to have coupons for each gallon of gasoline we wanted to purchase, so I was given a penny a sheet and lets assume there were 50 coupons on a sheet of paper, for my father to turn in, so I was really involved with that money making scheme of a penny a page.

Kitty: So I would say you were at the beginning of a great career.

Hugh: That war did not affect me other than that. Barbara and I both had awareness but life was still very, very fine for those living in Fairfax County in those days and times.

Kitty: Is that because it was a rural area?

Hugh: I think because the war only touched us that little bit. The inconvenience of rationing was the only thing that affected us locally. I don't mean to infer it did not affect those that had sons or husbands that were in the war. As a matter of fact the Strangs that lived in Wakefield Forest at that time had a son who was involved in the European campaign and one of my friends, Howard's younger brother, who was a buddy of mine during the war years and his older brother Jack was in the war in Europe.

Kitty: Were these all the Strangs family?

Hugh: Yes all Strangs. Anyway he sent Howard a German helmet he acquired from the battlefield and I admired it so greatly that his brother mentioned it to him and he acquired another German Helmet for me. Incidentally Howard was one year behind us in high school. In 1952 when Barbara and I graduated, during Halloween of that year following our graduation, a security guard in the Barcroft Community killed Howard. The guard claimed he shot a warning shot into the air to scare off a group of pranksters, but my childhood friend was killed, after we graduated from high school on Halloween, which incidentally made the newspaper and was quite a thing at that time.

Kitty: Yes that was a tragic situation for the whole community.

Hugh: Yes it was.

Kitty: What do you think influenced you most during your youth?

Hugh: My dad and uncle who were both extraordinary, fine men.

Kitty: What was your father's name?

Hugh: Joseph, but always known as Joe and that was the name of his service station business and it was the name that I continued in the automobile business until the 1970's when it was changed to Heischman's without the specific Joe in front.

Kitty: So it was Joe Heishman's prior to 1970?

Hugh: Yes, the service station was known as that and when I went into the automobile business - I talked my dad into going into the automobile business. First of all you should know I bought my first car when I was 15 years old from the monies I earned from the ages of 13 to 15.

Kitty: How much did a car cost?

Hugh: \$350. And at that time I was bedridden with the mumps and my 15th birthday occurred so my dad and a man who worked for my dad, I had asked them both to go and check out this car I had seen in the papers. They went to see the car and approved and bought it. I did not see it until I got over the mumps and at that time you were required to have a drivers license and when I went for the exam the examiner asked if I knew how to drive and I said yes, and he said lets go around the block and we did and I got my license. So, things were a little more causal in those days than they are today.

Anyhow, I drove that car until 1950 and you know the Korean Conflict, not a war, it was called a conflict surfaced; and because of my sense of rationing during WWII that preceded this I decided I did not want to go through another time of rationing. I went and bought another car and no one would recognize the name of this car because in those days it only existed until 1952. It was called a Crosley. But, when I bought this car in 1950 I was so insistent that this car had a tremendous future that I insisted that we become a Crosley dealer. We became one. I was still in high school when this happened and one month after I graduated Crosley went

out of business and that meant there had to be an alternative for our survival.

We were able to sell some European cars for a while - then in May of 1955 I was approached by a man by the named of Will Vandercamp who was then organizing the Volkswagen (VW) business in the United States and he asked me to become a VW dealer for them. In May of 1955 I became a VW dealer and the rest is history.

Kitty: If gasoline rationing was a part of your earlier history what was it about the Crosley in your youthful enthusiasm peaked your interest and gave you a vision?

Hugh: It was the only economical car built ever for mass consumption in the United States. It was the first and only economical car.

Kitty: How was it economical?

Hugh: It was a 35 to 50 mile per gallon automobile. It was a very small car and it was an outgrowth of a man named Powel Crosley who was a radio manufacturer and a broadcaster. He envisioned this peoples car for the American people and it was extremely successful between 1946 and 48 because cars were rationed in those days and we did not have a lot of production to meet the demand so the car was extremely popular.

It began to become less popular when the Ford and Chevy became more plentiful and available so it had a tough time and people became more impressed by the time the 50's rolled around with how big you could make cars, economy did not matter to them and then that was the demise of the Crosley.

Kitty: Thank you. What other things have you seen change in the business community since then?

Hugh: Just general people's attitude. Most of my career was in the automobile industry and we had extremely great relationships with our customers, almost like a first name basis. Today the automobile industry is,

I don't know how to describe it, it is not that kind of relationship. It is adversarial and a game; it is not what it was. I thoroughly enjoyed 48 years of the automobile business, but I would not want to return to it today.

Kitty: That may be true of many businesses today, not just the automobile business.

Hugh: I think so, yes.

Kitty: Can you tell me why you were influenced to move here - I believe in the 1960's?

Hugh: We moved here in 1969 expressly for our daughter to have horses here and for our son to have an opportunity to ride motorcycles and to be able to look at streams and to have a very, very fine way of life for them. And that is what we did in 1969.

Barbara would take our son Scott to school, I would take him in the morning to school and Barbara would pick him up in the afternoon during our first year here because we wanted him to finish at his school near Guinea Road; coincidentally at that time we had lived off of that road before we moved. So when he finished that school both of our children went to local schools and both finished at Robins High School.

Kitty: What was graduation like?

Hugh: Compared to what Barbara and I had it was extensive due to the population of the high schools. I don't think either of our kids really enjoyed their high school experience but I can't speak for them it is just my impression.

Kitty: What was your high school graduation like?

Hugh: Fantastic, the years I spent in Fairfax school system were great.

Kitty: Were there school dances?

Hugh: Yes our lives were filled with all kinds of dances and all of our high school years surrounded all of the traditional things. They even had a Sadie Hawkins dance. So I would say that life in our high school times were fantastic, it really was.

Kitty: I wonder if they still have the Sadies Hawkins Dance. Can you describe what was a Sadies Hawkins Dance was?

Hugh: When the girl's asked the guys to dance. I was a sophomore in charge of the dance and it was successful because they continued the Sadie Hawkins dances after that.

Kitty: It was unusual for a girl to ask a guy to dance at that time?

Hugh: Yes, that was the only time it was done at a Sadies Hawkins Dance.

Kitty: So jumping back, and I apologize, you started with the Crosley and your dealership I wanted to ask, was it located where it is currently?

Hugh: Yes it was at that point. Not the Crosley, it was conducted in a building behind a service station on Columbia Pike. A new building was built on Jeff Davis Hwy near National Airport for the Crosley's before they went out of business 1952.

Kitty: Do you still own one?

Hugh: As a matter of a fact, I do. We also temporarily had some English cars which we sold from the location on the Jeff Davis Hwy the Morris, MG and Hillman Minx but we had a lot of the Crosley business that we had a tremendous success with before they went out of business and that sustained us until I was approached by the VW corp.

The Corp of Engineers in an effort to solve a flooding problem in South Arlington eliminated the building that we sold the VW's from - in the mean time we had built a building on the corner of Glebe road and Jeff Davis Hwy where we sold Porsches and Audi's and following that we took over a

warehouse and created a BMW dealership in that building, so historically we were at Jeff Davis Hwy for 48 years.

Linda Byrne: My first job was as a teacher at Fairfax Elementary in 1970 and the remains of the older school building was fabulous, wonderful. One of my first experiences car shopping was in that time frame, and I remember drooling over an Audi at your dealership.

Kitty: You smiled when I asked you if you still had a Crosley. Where is your Crosley?

Hugh: Here in the house and I will show it to you. About four or five years ago I learned there was a duplicate car of the one I bought in 1950, in Atlanta, so I bought the car and brought it here and it was not to nice as you might imagine. So at the present time I am trying to make it as nice as I can possibly make it and that is why it is her and it is almost finished.

Kitty: Are there a group of automobile Crosley enthusiasts?

Hugh: Yes, there is a group of fanatical Crosley people.

Kitty: Do you meet annually?

Hugh: Yes annually in Ohio, which coincidently the car was produced and the headquarters was in Cincinnati, Ohio but actually assembled in Marian, Indiana, but there is a small town where they meet each year because there is a small fairgrounds available for the Crosley meet. I can't think of the town but several hundred people meet there. I can't justify it or explain it but it just happens.

Kitty: It is nice to be with a group of people who have similar interest.

Hugh: I don't know why they meet, the question still surfaces why.

Kitty: Sometimes one needs not to ask.

Kitty: Barbara, you have been a good listener. Anything you have further insights you want to add about child rearing or anything else you have in mind?

Barbara: Our lives are pretty much the same. But, Hugh did you mention you were one of the first five of the VW dealers in the US? I don't know if that is important or not.

Hugh: Barbara mentioned our lives were the same that is so true; she has been such an integral part of our lives. It wasn't that she did her thing or I did my thing but we did our thing all the way through. She has been as much a part of the business, maybe not directly, but indirectly as much as anyone else in the business has and for me that is so very important.

Kitty: Yes that would be very important. So, there were great common interest and goals in your lives.

Hugh: Totally.

Barbara: Every time we reached a goal we would say, "wow look at what we did and it would get better", but we never expected or had a goal that someday we are here or going to be doing this - which was a lofty goal, whatever that might have been - that was never in our words it was just whatever we could work hard and do and it provided for us. That was acceptable. Doesn't that pretty much describe it Hugh?

Hugh: Yes. I aspired to be an automobile mechanic and I always had a fascination with cars. After WWII ended in 1945 and they started making cars again in this country, I would see new cars on the road and would recognize the cars and recognize that it was a 1946 Chevy and not a 1942 Chevy because of the subtle changes in it. I had that much fascination with cars. Now we are talking about a guy that was 13 years old at the time and I was so caught up in automobiles that I had no other aspirations. I began working with automobiles at the age of 13 and never wavered from that time forward. I have been extremely fortunate that I was able to do what I wanted to do and enjoy as much success that we have always been content.

Kitty: I wonder how many people can actually say that.

Hugh: I recognize that and that is the only reason I mentioned it. Unfortunately my dad had a heart attack in 1955 and 1956 which in those days the diagnosis was crude. You know how they treated people in those days. You were bedridden if they thought you had a heart attack they would put you in bed for 6 months. So the only way our business could continue was for me to run it. Thankfully he recovered under these very vague medical solutions so he never had to work another day in his life. He lived to be 89 years old and he just was 2 to 3 months shy of his 90th birthday when he passed away. So we have been extremely fortunate in the way our lives worked out in conjunction with the way our burdens or situations that fell to us. It has been a great life and I would not have wanted it to have taken anyplace else. You know we go everywhere and we have been to a lot of places and we are always very content to come back to Fairfax.

Linda Byrne: I would like to ask you a question about your daughter and horseback riding and how that had an influence on your family. It is a passion of mine.

Hugh: Our daughter embraced riding horses and she was extremely fortunate that we were able to find her a horse that could meet her needs. She won Grand Champion at Keswick. Our daughter continued with extreme success in Lexington at all the A shows. Incidentally her daughter Anne continued that tradition but just stopped when she went to college. She has finished college but she also had extreme success at Lexington in all the A shows also, and that was a big thing in their lives.

Our son Scott was a success in baseball as our daughter was a success in horse activities. My son and I raced cars for 20 years and I raced cars for 40 years, but my son and I did it for the 20 years with great a great deal of success and the thing about it all this is heat, dust and sweat are the three things that this family enjoyed.

Kitty: A lot of work also. Well you mentioned Keswick for the Grand Championship and congratulations to your daughter on that. Your son was in baseball and I am curious about the car racing? Where did that take place?

Hugh: Up and down the East Coast. The one that you will recognize most is Daytona. Scott won in Daytona in May of 2000 and he won in other places as well but it is important that you talk about places that people recognize. He also raced at the Pocono's, Charlotte, and Watkins Glen.

Linda: Then would I have heard it on television if I were in Daytona?

Hugh: No you would not have heard it on television because he ran the Sports Car Club of America, not NASCAR. The Sports Car Club of America is an amateur organization although they made the newspapers they never made television but now if you watch the speed channel you would catch their names.

Kitty: So physically your son Scott was the driver and what was your job?

Hugh: I build the cars for Scott right here in my garage. I was a driver but I stopped in 1970, our kids were coming along and that did not seem to be the place for me to be at that time so I stopped driving then.

Kitty: It sounded like your family all shared all of your passions.

Hugh: Yes, we shared all passions as a family. As a matter of a fact at the horse show in Middleburg there are some ponds just below the show grounds and Scott would fish while Lori was riding at the horse show. Scott would fish at the age of 8 or 9 years old and always come out of that pond with a fish about 12" to 18" long.

Kitty: That is wonderful. Any other questions Linda?

Linda: Any other big changes you have seen in the county over the years?

Hugh: As I mentioned we were isolated from what is going on in the county once we got home. Let's pretend we have to go through Fairfax City this afternoon. That is something we will have to consider is which way we will have to go through Fairfax City. How will we avoid the most traffic? Years ago in the 1950's, 1960's and 1970's you could get around the county as you wished. But it is extremely difficult now as it will be more so in the future because the county has prospered - think of all the homes that have been built here, but fortunately we are still isolated in Clifton.

In Clifton you cannot build a home in this immediate area unless there is at least 5 acres around you in order to protect the Occoquan Watershed. That means we do not have the crush in Clifton although we do on Clifton Road as those that are going to work in Prince William County in the morning and going home in the evening.

Sometimes you can't exit Wicklow Drive here onto Clifton Road because of the traffic going to and from Prince William County. I can't be critical of the development and progress of the county because we have all benefited from it. Everyone has, so the only problem it has brought to us is traffic congestion.

Linda: Do you have any suggestions how to solve this congestion problem?

Hugh: You can talk about it all you want but public transportation would be too complex. They would have to have a Metro line on every major road that we now have. You can talk all you want but how would you get from Fairfax City for example to the nearest Metro station? Somebody said you would have to drive, but then where would you park the car that you drove from Fairfax City to the Vienna Metro station. I don't see any solution when they talk about public transportation.

The bus service is miserable. You pass a bus 3 miles ago and the people are still standing waiting for the bus at their stops 15 to 20 minutes later. I don't see any solutions I think we are just going to have to live with it.

Linda: With the prosperity here if people were not so impatient I think we could live with it happily.

Hugh: I agree, but I think impatience is the part of the rush, rush world today. Everything is now, now, now.

Kitty: I think we should go but Linda what are missing?

Hugh: I want to interject we were talking about prosperity and relationships.

When I retired I had 80 plus employees. They were all great people - not okay people nor average people, but great people. Some of them had been with me for over 35 years. That in itself is a testimonial to the kind of people we have in this area. I miss them. I have an occasional a luncheon still with a few employees to this day, but it is nowhere the frequency I would like. I think Linda Janey is one who told you about me. I saw her husband Dave two weeks ago on a Thursday afternoon but recently we had our 52nd Wedding Anniversary and Linda and Dave were among the group there.

Do you know the story behind Dave coming to work for me? I will tell you something about Dave. He was bagging groceries at a Safeway store and answered an ad for a mechanic with no experience necessary. I believe he still has that ad. I am just trying to give you an example of the types of people that have surrounded my life. I have been blessed in my lifetime with great associations with people.

Kitty: So you trained Dave Janey and he continues to work even today.

Hugh: Yes but I believe he is getting ready to retire. They have a home in Hilton Head and I believe he is getting close to retiring.

Kitty: He has been faithful too. That certainly is a testimony indirectly to the management and leadership that they have been given and so that indicates they have been treated well.

Hugh: Well that was what the intention has always been to be a big family and we have.

Kitty: What a wonderful way to close and we thank you so much Mr. Heishman and we appreciate your time and may we take a photo of your Crosley car?

Hugh: Let me show it to you, I am not sure it is going to be, well come along and look at the car and you will understand it is in the process of being worked on so it doesn't not take a pretty picture. Since it is in the process of being worked on and it may not take a great picture.

Kitty: It could be the camera may not work.

Linda: Oh isn't this wonderful.

Kitty: Look at it, it even has clean edges. My first thought and this may sound horrible but I was thinking pre MG and more of a tank undertone.

Hugh: Actually I thought it was a pretty good effort on the part of the designers. They also made several varieties. They had a little station wagon and a little truck but this one you can see why it appealed to me in the 1950's. I thought this was the snazziest little thing you ever saw, in your life, so as I bought it in Washington, D.C., from a man called Jack Frye and as I came drove it across the 14th street bridge I thought I had to become a Crosley dealer and did so.

I can't begin to tell you all how that evolved. At that time the State of Virginia required dealers to be licensed and my dad had this gas station, so we had the facility to become a automobile dealer. I contacted a man named Mr. Woods who came up and said to take that building out back and paint the floor and walls, clean it up and I will see that you get a license. Those kinds of things just don't happen. I am talking about faith now - this man was talking to a 17-year-old boy at the time. He made it happen for me, I painted and cleaned up the floors and he signed off on it. I already told you that we had enjoyed a great deal of success selling these cars. I sold two of my classmates cars in 1951 cars like this of course. One was to Tommy Lawson who was the Assistant Commonwealth's Attorney. He is a big attorney in Fairfax City right now, he bought one and another went to

Bruce Howell. This thing all evolved so you can understand why I have the fascination when I found this one (meaning the car we are looking at in Mr. Heishman's garage. This is not the way it looked when I found it in Atlanta several years ago. We have done a little work on it, it is spruced up now.

Kitty: Do you have the other seat?

Hugh: Yes, it is downstairs - the reason I have the seat in it now is because I have been doing modifications. We did not even have seat belts in those days and I am changing things about and putting seat belt hooks in it and all these things have been done at my body shop.

Linda: I like what is written on the side here.

Hugh: Yes it is called the Hot Shot.

Kitty: I had a Ford Pinto and use to I love working on it because you could lean over the hood and you saw more pavement than anything and I could change almost anything in there then but I could no more change anything in a car today.

Hugh: Today, absolutely not. I have a cousin who also bought one of these from me and when he found out I got this one he decided that he would get another one too. So he went and found one in Wisconsin and he now has one down at his home on the Eastern Shore in Virginia. He communicates with me all the time and the problem is I had to bring it up here a couple of times and tinker with it for him.

Kitty: Well you became the mechanic you wanted to be.

Hugh: Yes I did.

Linda: I had a midget MG in the 1960's and I believe that is larger than my midget.

Hugh: Yes, I think they were similar; they even had a lot of the characteristics of some roadsters.

Kitty: Thank you what fun, what joy for you.

Linda: I will sign us off, thank you very much.